

THREE SPECIAL ENVOYS TO ATTEND
THE CORONATION OF EDWARD VII.Whitelaw Reid, of New
York, Named as Am-
bassador.

ANNOUNCED BY PRESIDENT

General Wilson to Represent Army
and Captain Clark the Navy.

THREE SECRETARIES ALSO NAMED.

J. P. Morgan, Jr., Son of the Finan-
cier, Edmund Lincoln Baylies, a
Lawyer, and William Wetmore,
Son of Rhode Island Senator, Ap-
pointed to Subordinate Positions.Mr. Whitelaw Reid, editor of the "New
York Tribune" and ex-Ambassador to
France, will represent the United States
as a special ambassador at the coronation
of King Edward VII in London next
June.Gen. James H. Wilson, United States
Army, retired, will accompany Mr. Reid
as representative of the army, while Capt.
C. E. Clark, United States Navy, former
commander of the Oregon, will act as the
representative of the navy.

Appointments as Secretaries.

Mr. J. P. Morgan, Jr., a son of J. Pier-
pont Morgan, the capitalist, Mr. Edmund
Lincoln Baylies, a prominent New York
lawyer, and William Wetmore, a son of
Senator Wetmore of Rhode Island, will
be secretaries of the Special Embassy.The names of Whitelaw Reid and ex-
President Grover Cleveland were the ones
given most consideration by President
Roosevelt. It is known that President
Roosevelt would have liked to have had
Mr. Cleveland take the billet, and it is
believed that Mr. Cleveland was ap-
proached on the subject.

Mr. Cleveland's Health Poor.

Whether or not he was offered the place
is not definitely known. Mr. Cleveland
would have been unable to accept, how-
ever, on account of poor health.It will be the second time Mr. Reid has
acted in a similar capacity at the royal
celebrations in England. In 1897 he was
appointed by President McKinley and
acted as special ambassador to the
diamond jubilee of Queen Victoria. Mr.
Reid is immensely popular in England and
his selection appears to meet with general
approval.

The Question of Expense.

Regarding various names which have
been suggested from time to time there
has been considerable gossip with respect
to the expense thrust upon one who ac-
cepted such an important post. The ex-
change of courtesy involves considerable
individual expenditures.The list of those appointed, however,
conveys a very decided suggestion of
wealth, and it is quite probable that the
hospitality dispensed by the United States
special embassy will be elaborate in the
extreme. All the members of the em-
bassy, with the possible exception of
Captain Clark, are wealthy.

Mr. Reid's Expenditures.

Although Congress made an appropriation
of \$10,000 for the expenses of Mr.
Reid at the diamond jubilee, he spent al-
most \$20,000 from his own pocket and
then turned \$5,000 of the appropriation
back to the United States Treasury be-
cause he said that he was unable to item-
ize the numerous expenses.All the arrangements for the representa-
tion of this country at the coronation
will be made by the State Department. It
is yet too early for any detailed plan, but
the embassy will probably go to London
about the battleship Illinois and will
doubtless return in the same manner.

Ambassador Choate's Position.

Ambassador Choate's connection with
the coronation will be entirely distinct
from that of Mr. Reid. Mr. Choate will
occupy just the same position, relatively
speaking, as did John Hay, then Amba-
sador to Great Britain, at the time Mr.
Reid was special ambassador to the dia-
mond jubilee.No little surprise was occasioned by the
designation of General Wilson and Cap-
tain Clark to represent the two branches
of the military service. President Roose-
velt named Captain Clark as representa-
tive of the navy in order to accord him
appropriate distinction for his notable
services during the Spanish-American
war, when he astonished the world by
making a record-breaking run around
Cape Horn with the Oregon.

Captain Clark to Be Admiral.

It is the President's evident intention
to make Captain Clark an admiral, but
the honor yesterday announced has served
to atone for the neglect suffered by Cap-
tain Clark when the promotions were be-
ing freely dealt out as a result of the
Spanish-American war. It is rather in-
teresting also from the fact that Captain
Clark was one of the strongest pro-Spanish
witnesses in the recent court of inquiry.
The efforts of Senator Proctor, of Ver-
mont, of which State Captain Clark is a
native, are largely accountable for Cap-
tain Clark's selection as representative
of the navy at the coronation. Senator
Proctor has called at the White House
several times recently, and has urged the
President to take some step in recogni-
tion of Captain Clark's distinguished
services.

The Selection Decided Upon.

The President expressed a desire to do
something more than to merely recom-
mend his promotion to the grade of rear
admiral. When it was decided to send a
special ambassador to the coronation,
and consequently there arose necessity
for the appointment of representatives
from the army and the navy, the President
had an opportunity to signify honor
Captain Clark.On this opportunity he was urged to
take advantage by Senator Proctor. Cap-
tain Clark was called to the White House
on Saturday last and offered the billet,
which he accepted.It was thought by several usually well-
informed circles that the President would
designate the ranking officers of the armyand navy. General Miles and Admiral
Dewey, as military representatives at the
coronation. Other high officers were men-
tioned in connection with the positions,
but neither General Wilson nor Captain
Clark has ever been suggested publicly as
deserving recipients of the honor.

The Selection a Surprise.

The selection of General Wilson is a bit
surprising, inasmuch as he is on the re-
tired list. Few army officers considered
the possibility of the coronation billet
going to a retired officer.It is thought by some that the Schley
controversy is in part responsible for the
President's decision not to send either
General Miles or Admiral Dewey as rep-
resentatives of their respective branches
of the service. Whether or not the Presi-
dent intended it to have that effect, such
an action on his part would be heralded
as an effort to compensate General Miles
for the recent rebuke he suffered from the
President, and as an assurance to Admiral
Dewey that the President found nothing
of which to disapprove in his supplement-
ary report of the findings of the Schley
Court of Inquiry.

Well Known in England.

Whitelaw Reid is perhaps as well
known in London and to British aris-
tocracy as any public man in the United
States. As editor of the "New York
Tribune," he stands pre-eminently for
American journalism.Politically he has for years been a
power in the management of the Republi-
can party, although not always en-
gaged actively in the management of
campaigns. To diplomatic circles abroad
he became especially well known when
he was Ambassador from this country to
the President, and as an assurance to Admiral
Dewey that the President found nothing
of which to disapprove in his supplement-
ary report of the findings of the Schley
Court of Inquiry.

Lives Much in London.

He has spent much of his time in re-
cent years at the English capital. At
the opening of the first McKinley Admin-
istration it was generally thought that
Mr. Reid would be made Ambassador to
England, but that honor was accorded
Joseph H. Choate, of New York. He
was richly compensated in the summer of
1897 by appointment as special ambassa-
dor to the Queen's diamond jubilee.While he was in attendance upon the
ceremonies of the diamond jubilee he
made two especially notable addresses in
London which evoked great comment at
the time.Mr. Reid is an author of fame. He
has written a number of works, gener-
ally on subjects which were under nation-
al public discussion at the time he
pened them. Among his published
works are "Some Consequences of the
Last Treaty of Paris," "Our New Duties,"
and "Later Aspects of Our New Duties,"
"A Continental Union," "Our New Inter-
ests," and "Problems of Expansion."

The Trip of the Oregon.

The mention of the name of Capt. C. S.
Clark is always coupled with a recollec-
tion of the famous trip of the Oregon
around Cape Horn during the Spanish-
American war. Captain Clark was in
command of the Oregon, which had never
been constructed for fast mid-ocean
cruising, when it was decided that that
vessel should be sent around the Horn
to strengthen the North Atlantic Squa-
dron, then making ready for a campaign
against the Spanish fleet under Admiral
Cervera.The task was a doubtful one, and it
was a matter of some apprehension
whether or not the craft would be able to
meet the many tasks mapped out for it.
Captain Clark, however, undertook it
cheerfully, and the result was a record
which astonished the world. The Oregon
joined the blockading squadron off the
coast of Cuba, and played a prominent
part in the battle of Santiago.

Captain Clark's Record.

Prior to the Spanish-American war Cap-
tain Clark had made a most excellent re-
cord. He was born in Vermont in 1842 and
appointed to the Naval Academy from
that State. He saw service during the
Civil war, and after that he spent his
years as rapidly as that of most officers
of the old navy.

Advanced Six Numbers.

"For eminent and conspicuous conduct
in battle" at Santiago he was recom-
mended for an advancement of six numbers,
but the advancement was not confirmed
by the Senate. In February of last year
his advancement was, however, confirmed,
and he was accordingly commissioned
in due form. Since August 22, 1901, he
has been governor of the Naval Home at
Pittsburg.

Soldier, Traveler, and Writer.

Gen. James H. Wilson is well known as
a soldier, traveler, and writer. He was a
West Point graduate who distinguished
himself as a cavalry leader in the civil
war. After that conflict he resigned from
the army and took up his residence in
England.

(Continued on Seventh Page.)

MOVEMENT AGAINST SUBJECTS OF FOREIGN
NATIONS WHO WORK FOR THE GOVERNMENT.Department Clerks Discontented Over the Employment of
Men and Women Who Refuse to Become
Naturalized Citizens.The matter of employing foreigners by
the Government of the United States is
receiving considerable attention from the
clerks and employees in the various Gov-
ernment departments.It has been noticed for some time that
there is dissatisfaction among the Ameri-
can-born and naturalized department
clerks concerning foreigners who hold
well-paying positions in the Government
service.

All Departments Employ Foreigners.

It is stated that there is no department
that does not employ foreigners, who in
most cases occupy positions of trust to
which are attached handsome salaries.
It is claimed that there is an English
woman in the Internal Revenue Bureau
who absolutely refuses to renounce her
allegiance to the British Crown, but who
seems to have sufficient influence at her
back to keep her in her place.

Many Foreign Scientists.

The scientific branches of the Govern-
ment are charged with giving employment
to more foreigners than any other. The
State, War, and Navy Departments, it is
stated, have on their pay rolls a number
of foreigners who fill highly confidentialHITCH IN NEGOTIATIONS
FOR DANISH WEST INDIES.State Department Indignant Over
Action of New Ministry—Cession
Was Practically Arranged.For the present, at least, the negotia-
tions between the United States and
Denmark for the sale to this country of
the Danish West Indies have come to a
close.

State Department Indignant.

Much indignation is felt at the State
Department at the action of the new
Ministry of Denmark in refusing to con-
tinue the negotiations, especially at a
time when the cession had been prac-
tically arranged for the treaty having
been drawn up and informally approved
by the Danish Government.The action of the Ministry in refusing
to proceed further with the matter is
said to be due to the fear of that body
of the popular agitation against the
transfer.

Negotiations May Be Resumed.

There is said to be good ground for
the belief, however, that the work al-
ready done looking to the transfer of the
islands will not in the end be entirely
lost. It is believed at the State Depart-
ment that Denmark will later desire to
take the matter up.THE EXHIBIT OF THE
PARK COMMISSION PLANS.Open to the Members of the House
and Senate Committees and
to the Press Tonight.The Park Commission exhibit will be on
view at the Corcoran Art Gallery from
4 to 9 o'clock this evening. The first view-
ing of the exhibit will be open to the mem-
bers of the House and Senate District
Committees and members of the press.
After tonight the exhibition may be
viewed by the public under the same rules
which apply to the Gallery.

How Exhibit Is Arranged.

The exhibition is arranged in a hemi-
circle, in the center of which is shown, in
clay models, the plan for improving the
Mall. A raised platform, overlooking the
models, will give an excellent view of the
scheme. The exhibit is arranged into
four divisions, namely, the National
division, Lincoln division, and Washing-
ton division.A number of old maps will be displayed
in the vestibule adjoining the hemi-
circle. In the center of this gallery maps
of the general park plan, as well as pic-
tures, are shown.

The Exhibits Catalogued.

The exhibits are explained by a cata-
logue, already published, giving the titles
of 179 separate pictures and maps. They
form a portion of the report of the Park
Commission to Congress.

NAME ALLISON AND DOLLIVER.

Iowa Republicans Make Choice for
Senators in Caucus.DES MOINES, Jan. 14.—United States
Senators W. B. Allison and J. P. Dolliver
were unanimously nominated by the Re-
publican joint caucus tonight for the long
and short terms in the Senate.
This nomination is equivalent to an election.

No Anti-Foreign Movement.

The Americans fail to discover the mo-
tive of employing aliens, who take no in-
terest in the welfare of this country be-
yond the drawing of their monthly sala-
ries, and they further claim that in Euro-
pean countries no citizen of another coun-
try would be allowed to occupy a Govern-
ment position.The American clerks wish it stated that
their intention of ridding the Government
of obstinate foreigners who steadfastly
refuse to become American citizens is not
to be confounded with an anti-foreign
movement. They solely claim that no per-
son should be employed by Uncle Sam in
any manner whatsoever who refuses to
swear allegiance to this country and to
long as there are trustworthy and able
Americans to fill every position that is at
the disposal of the Government of the
United States.

Ready to Make Trails.

The department of
railways has been notified by Mr. F. H.
Clergue, of Saint Ste. Marie, that the
Algoma Steel Company will commence
turning out rails next month at the rate
of 1,000 a day. The company has a con-
tract to furnish the Government with
25,000 tons of rails, and it now has on
hand material for the production of 40,000
tons.

Shot at Cat, Blinded a Boy.

WILKESHAIRE, Pa., Jan. 14.—Edward
Williams, aged fourteen, was shot and
seriously wounded by a gun dog guard at
Plymouth this morning. The officer fired
at a cat he was escaping from a quar-
ranted house and missed the cat. If the
boy recovers he will probably be blind
for life.

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25,000 tons of rails, and it now has on
hand material for the production of 40,000
tons.URGES PANAMA
ROUTE AS BEST.M. Lampre Gives Reasons
for Its Selection.

PERFECT TITLE CAN BE GIVEN.

Holds There Is No Question as to Its
Superiority Over That of Nicar-
agua Route, on Account of Lo-
cation—Cheapness and Length of
Time for Completion of Waterway.M. Lampre, agent for the
Panama Canal interests, in a
report for The Times, London, gave
eight reasons why, in his
opinion, the United States Govern-
ment should buy the Panama
route. The reasons are:

1. There is an immense quantity
of work already done on the
Panama route.
2. There are no natural ob-
stacles at each end of the Panama
route, whereas the Nicaragua route is
not so provided.
3. The length of the Panama
canal is only one-fourth that of
the Nicaragua route.
4. The trip across the Panama
route would require twelve hours;
that by way of Nicaragua route
will require approximately seven-
ty-two hours.
5. The engineering feats in the
building of the Nicaragua Canal
would be far greater than those in
the completion of the Panama route.
6. There are immense quantities
of plant on hand along the Panama
route.
7. There are buildings, work-
shops, administration buildings, and
hospitals. There is nothing of this
kind along the Nicaragua route.
8. The Panama Canal can be
completed sooner than the Nicara-
gua Canal.
9. We can give a perfect and
clear title to the Panama Canal.

M. Lampre is quick and active in his
motions, suave, polite, and deeply in-
formed. He speaks English excellently.
Last night at the Willard he spoke in
favor of the selection by Congress of
the Panama route with all the fervor of
a highly educated Frenchman.

No Question as to Superiority.

"There is no question as to the su-
periority of the Panama route over that
of the Nicaragua route," said M. Lampre.
"Everything is in favor of the Panama
route—location, cheapness, length of
time for the completion of the waterway
—everything. Already much work has
been done on the Panama Canal—work
the equal of which would require much
time in Nicaragua."The price at which we offer it is re-
asonable; it is cheap. There is much val-
uable plant along the Panama route, con-
sisting of workshops, railroads and re-
road stock, hospitals for the employees,
buildings for various purposes. There is
nothing of this sort along the Nicara-
gua Canal.

Panama Route Much Shorter.

Much less time would be required to
complete the Panama Canal than to build
the Nicaragua Canal. In the opinion of
French experts this is so, and I believe
they are correct in their estimations.Not only will less time be required to
complete the Panama Canal, but when
finished and thrown open to commerce
service or completed, the Panama route
will make use of it. Twelve
hours, or the daylight of one day, will see
a ship through the Panama Canal, while
seventy-two hours will be required for
the passage through the Nicaragua Canal.

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25,000 tons of rails, and it now has on
hand material for the production of 40,000
tons.STATE DEPARTMENT TO PLAN
PRINCE HENRY'S RECEPTION.Admiral "Fighting Bob" Evans May
Command Escort to the
Hohenzollern.President Roosevelt has asked Sec-
retary Hay to arrange a programme for
the reception of Prince Henry of Prussia,
who will visit this country to attend the
launching of Kaiser Wilhelm's yacht,
which will be christened by Miss Roose-
velt. It is expected that the programme
will be announced in a few days. The
understanding in official circles is that
the prince will stop while in Washington
at the German Embassy, but there is no ab-
solute certainty on this point. The Gov-
ernment will secure a suite of apartments
in a hotel if it should be deemed inadvis-
able to have the prince go to the Em-
bassy.

Evans May Command Escort.

Rear Admiral Robley D. Evans will
probably command the naval vessels
which will meet and escort Prince Henry
on his arrival in New York, and the Ad-
ministration has under consideration the
selection of Admiral Evans as personal
escort and aide to the prince while the
royal visitor remains in the United States.Admiral Evans is under orders to go to
the Philippines, but he will not start until
April.The cruiser Olympia, Admiral Dewey's
flagship, and the cruiser San Francisco,
which was the flagship of Rear Ad-
miral Howell in the Spanish war, are
to be assigned to the squadron to receive
Prince Henry if unforeseen events do not
require their presence elsewhere.

Illinois as the Flagship.

The battleship Illinois may be detached
from the North Atlantic Squadron for use
as Admiral Evans' flagship for the period
of the New York reception. Admiral
Evans met Prince Henry at the ceremonies
attending the opening of the Kiel Canal,
and is also a friend of the Kaiser, with
whom he has some interesting experiences
at that time.Naval officers expressed surprise yester-
day over the statement that the Imperial
yacht Hohenzollern was coming to the
launching of the new yacht. They said
that she was not built for long sea voy-
ages, and will be obliged to take the
southern route across the Atlantic, com-
ing by way of the Azores, and perhaps
touching at Bermuda to make her run
shorter.

Date May Be Fixed Today.

Wallace Downey, of the New York ship-
building firm of Townsend & Downey,
which is constructing the Kaiser's new
yacht, may arrive in Washington today
for the purpose of conferring with Presi-
dent Roosevelt, Secretary Hay, Ambassa-
dor Von Holleben, and others as to the
date of the launching of the craft at
Shoemaker Island, New York.It is probable that the date of the
launching will be set for some time about
the last week in February. The vessel
will be ready for launching on February
25, but this date will not be suitable,
inasmuch as President Roosevelt will be
obliged to attend the McKinley memorial
services in the House of Representatives
on February 27.

MR. HENRY C. PAYNE, THE NEW POSTMASTER

GENERAL, TO TAKE OATH OF OFFICE TODAY.

Was Introduced to the Chiefs of the Different Departments
by Mr. Smith and Made Acquainted With the De-
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DAYS AT SEA.Longest Wireless Con-
versation on Record.

SHIPS KEEP TAB ON WEATHER.

Remarkable feat of communication
between two ocean steamers on
last voyage over—Messages sent
by Passengers to Faster Vessel
and Thence to Shore Station.NEW YORK, Jan. 14.—Captain Hoge-
mann, of the North German Lloyd steam-
ship Kaiser Wilhelm Der Grosse, which
arrived today from Bremen, Southampton,
and Cherbourg, had the longest wireless
sea talk on record with the Cunarder Lu-
cania, on her last trip to Bremen from
this port.He says that the Marconi apparatus on
both ships worked unusually well. The
ships held aerial conversations nearly
three days, or until they were about half
way across seas.

In Constant Communication.

The Lucania sailed three hours before
the big Kaiser on December 15. Of the
hook, when the Cunarder was sixty miles
ahead, the two ships began to swap mes-
sages. The signaling was kept up all
night. At daybreak the next day, Sunday,
the ships were in sight of each other. At
2 p. m. the Kaiser passed the Lucania
four miles to the southward.Twelve messages were sent by passengers
to the Kaiser, and the Kaiser in return
sent messages to the Lucania. The Kaiser
and thence by land wire to the persons in
England to whom they were addressed.

Exchange of Positions.

Just after nightfall on Sunday the
lights of neither ship were visible from
the other. They were still in touch tele-
graphically. At noon on Monday the li-
ners exchanged positions, and their com-
manders found that they were forty miles
apart.Early in the evening, off the Banks, the
Kaiser passed the Lucania. The Kaiser
went into a thick fog. She struck
into clear weather later, and her Mar-
coni man sent this message to the ship
astern:"Twenty-five miles east of Banks; clear
weather."

Was Still in Fog.

The Cunarder thus acknowledged the
receipt of the despatch: "Thanks; am still
in a thick fog."The liners were then sixty miles apart.
During the night the clicking of the
Kaiser grew fainter and fainter, and finally,
when there were about eighty-five
miles of sea between the ships, the in-
struments stopped working. On the trip
the Kaiser finished today, while in mid-ocean
the Kaiser passed but did not sight the Kron-
prinz, her sister ship, bound east.

Passengers